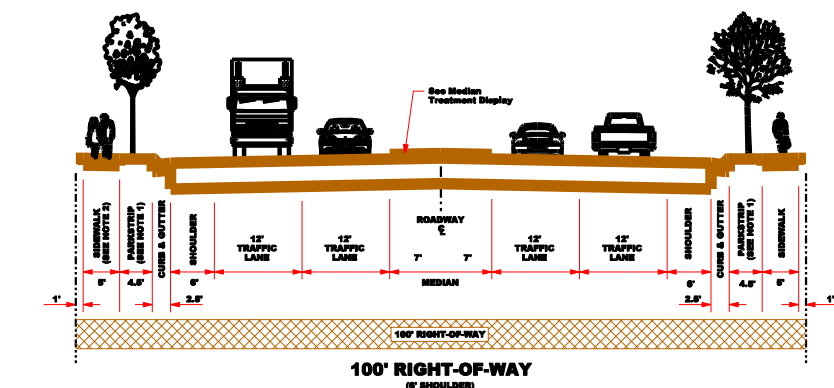


# CONCEPTUAL CROSS SECTION OPTIONS RIGHT-OF-WAY WIDTH

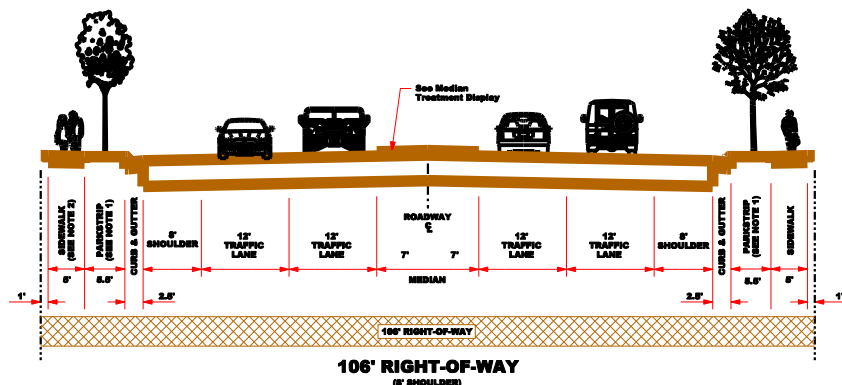


## PRO

- Less Right-Of-Way Required.
- Reduced Right-Of-Way Impacts To Adjacent Properties.
- Shoulder Width Does Not Allow Shoulder Driving And Shoulder Parking.
- Adequate Sidewalk Width For Pedestrians.
- Provides Minimum Shoulder For Road Bicycle Users.

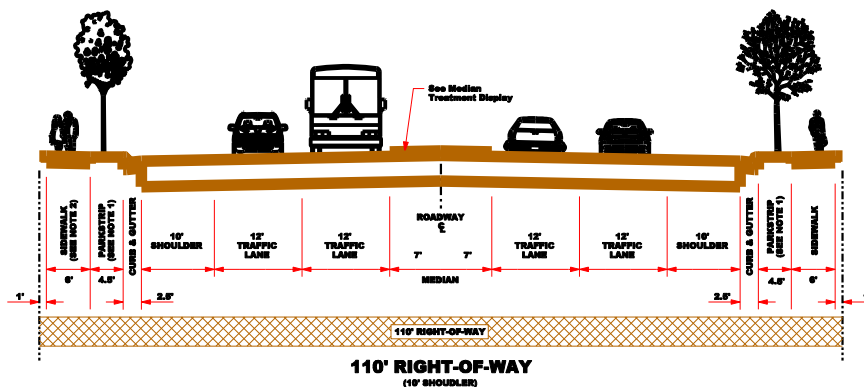
## CON

- Does Not Meet Standard.
- Disabled Vehicles On Shoulder Have Less Lateral Clearance From Travel Lanes.
- Shoulder Width Does Not Allow Shoulder Driving And Shoulder Parking.
- Shoulder Does Not Provide An Adequate Transit Pullout Area.



- Standard Width.
- Shoulder Width Does Not Encourage Shoulder Driving And Shoulder Parking.
- Disabled Vehicles On Shoulder Have Adequate Lateral Clearance From Travel Lanes.
- Adequate Sidewalk Width For Pedestrians.
- Largest Parking Width For Vegetation And Utilities.
- Provides Adequate Shoulder For Road Bicycle Users.
- Consistent With City Master Plan.
- Shoulder Provides An Adequate Transit Pullout Area.

- More Right-Of-Way Is Required.
- Greater Right-Of-Way Impacts To Adjacent Properties.
- Shoulder Width Does Not Encourage Shoulder Driving And Shoulder Parking.



- Disabled Vehicles On Shoulder Have A Large Lateral Clearance From Travel Lanes.
- Greater Sidewalk Width For Pedestrians.
- Provides More Lateral Separation For Road Bicycle Users.
- Exceeds Minimal Standard.
- Shoulder Provides A Large Transit Pullout Area.

- Exceeds Minimal Standard.
- Shoulder Width Promotes Shoulder Driving And Shoulder Parking.
- The Largest Amount Of Right-Of-Way Is Required.
- The Largest Amount Of Right-Of-Way Impacts To Adjacent Properties.

1. Park Strip Options Include:  
Brick, Grass, Baskets, Trees, And Lights

2. No Sidewalk Is Proposed On  
The West Side Of Redwood Road.  
(Sidewalk proposed by the  
city in the future).